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Lornyenilo (inu) manager of the factories, Leipzig

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SECRET

25X1A

- 3 -

6. Sulfur Extraction Plants

Uha (fnu) manager of the plant, SED candidate, Markkleeberg-West
 Brocher (fnu) deputy, foreman, Magdehorn
 Kimmse (fnu) overseer
 Lindner (fnu) overseer
 Schnabel (fnu) overseer
 Meyer (fnu) head of the laboratory, chemist, Borna

7. Grude Phenol Extraction Plants

Kurt Eichner, manager of the plant, SED, Espenhain, formerly master distiller
 Drayer (fnu) deputy, SED, Espenhain
 Michael (fnu) manager of the auxiliary installations, chemist, SED, Mohrau/Borna

8. Tar Processing Plant

Wilhelm Mangold, manager of the plant, engineer, expelled from the SED, Magdehorn
 Fiedler (fnu) assistant, SED, Espenhain
 Mohrau (fnu) overseer, SED
 Fiedler (fnu) day foreman, SED
 Matthias (fnu) shop manager, SED, Magdehorn

9. Central Electric Workshop for the Factories

Franz Wenzburg, power Technician (no party), Boehlen
 Richter (fnu) foreman, SED, Zwenkau
 Esch (fnu) master electrician for the brigant factory
 Moebius (fnu) master electrician for the distilleries, SED
 Hans Keller, master electrician for distilleries, SED
 Kuben (fnu) overseer

10. Vulcanization Shop

Hans Pastow, foreman (no party), Espenhain

11. Shuntler Installation

Festsold (fnu) manager, SED, Espenhain
 Treuttsch (fnu) assistant, SED

12. Pipe Shop

Lehmann (fnu) first pipe fitter, SED, Leipzig

13. Main Workshop

Karl Krueger, manager, engineer (no party), Leipzig, Wasserturnstrasse
 Vogler (fnu) assistant, SED, Espenhain
 Paul Werner, manager of the work preparation section (no party), Roeth
 Bronislawsky (fnu) manager of the technical standards section (TAN), Leipzig
 Zimmermann (fnu) head foreman of the lathe section, SED, Espenhain
 Baake (fnu) lathe foreman (no party), Leipzig
 Hoeser (fnu) wagon construction foreman, SED
 Seidlitz (fnu) machine construction, non-party, Roetha
 Wacker (fnu) machine construction (no party), Taucha
 Held (fnu) tool construction foreman, SED, Leipzig
 Mueller (fnu) smithy head foreman, SED
 Teerpal (fnu) welding technician, SED, Kitzscher
 Luefer (fnu) electric machine construction and winding shop foreman, SED

SECRET

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SECRET

- 5 -

6. The following is a list of the Russian management personnel of the power plant.

Milayer (fnu) general manager

7. The following is a list of the German management personnel at the power plant.

Groth (fnu) manager, SED, Magdeburg, Kaethe-Kollwitz-Strasse
 Hannig (fnu) chief engineer, SED, Espenhain, formerly master machinist
 Hill (fnu) head of the boiler section, SED, Espenhain, formerly foreman
 Störke (fnu) head of the machine section, engineer, SED, Magdeburg
 Beyer (fnu) head of the electric shop, engineer (no party), Espenhain
 Paul (fnu) manager of the workshop, SED
 Goltz (fnu) master machinist, SED
 Schmichen (fnu) head of the measurement and mechanics section, engineer, SED, Leipzig

8. The following is a list of political organizations at the plant.

a. SED plant group

Liske, (fnu) first secretary, Hero of Labor, Chemnitz
 Langsch (fnu) second secretary, Meritorious Inventor, 1952, Magdeburg

b. EML

Miedner (fnu) chairman, SED
 Byssel (fnu) organization manager, "Org. Leiter", SED
 Bodenbacher (fnu) organization manager, SED

c. DME

Schiller (fnu) chairman, SED
 Roderacher II, (fnu), co-chairman, SED

9. The following figures show the 1952 actual production and the 1953 planned production.

Product	1952 Actual	1953 Planned
Overburden, conveying	18,703,000 cubic meters	-
bridge	-	-
Overburden, rail haulage	7,350,000 cubic meters	-
Overburden, total	26,053,000 cubic meters	28,500,000 cubic meters
Coal	11,234,000 metric tons	11,500,000 metric tons
Briquets	5,098,000 metric tons	5,350,000 metric tons
Tar and light fuel	564,758 metric tons	612,000 metric tons
Low-temperature coke	2,041,000 metric tons	2,175,000 metric tons
Sulfur	27,000 metric tons	28,000 metric tons
Grade phenol (25 percent water)	38,098 metric tons	38,000 metric tons
Planned production average electric power	82,800,000 east marks	-
Other production	11,350,000 east marks	-
Total production	94,150,000 east marks	133,793,000 east marks
Electric power production	1,972,000,000 kilowatt hours	unknown

10. The raw coal produced at Espenhain is ashy, earthy, tarry, and sulfurous. It has a water content of 54 percent, an ash content of 8 to 12 percent, a sulfur content 2.35 percent relative to a 15 percent water content, and a tar content 13.5 - 14.52 relative to a 15 percent water content.

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SECRET

- 7 -

18. Egg briquets are processed from low-temperature coke, tar waste, and tar pitch from tar processing. However, this is done at the expense of electrode coke production, which could be raised by 150 tons per month. The production of one ton of egg briquets costs the plant 100 DM, the production of one ton of electrode cokes 90 DM, requiring 2.2 pitch; this is a "capitalistic loss", but a gain for the national economy. Espenhain is producing 6,000 tons of egg briquets per month. In 1953, production is to be increased to 8,000 tons per month.
19. Crude pyridin is produced from the acid residue of the phenol extracting process and is used in the pharmaceutical industry as well as the synthetic fiber industry. The monthly production runs to 15 metric tons. Crude pyridin costs 500 east marks a metric ton. The production is to be increased in 1953 to 30 metric tons monthly.
20. Esketol is a varnish solvent and thinner made from acid fractions like pyridin. The production amounts to about five to ten metric tons monthly. This is a very poisonous and unpleasant substance. Occasionally there are difficulties in selling these products and plant stocks have increased to almost four months' production.
21. Low-Temperature Residues

These dust-containing residues, which contain 20% tar are sold to other plants for fuel. Monthly sales total 3,000 to 4,000 tons.

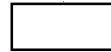
22. The type and condition of equipment at Espenhain is as follows:
 - a. The open-pit and underground mine employ one conveying bridge with one excavator, DS 1000, built by Buckau in 1938; one excavator, DS 1400, built by Krupp in 1940; and one excavator, D 960, built by Krupp in 1940. The bridge and dredges are in good condition. Only the bearings for the bridge chassis are bad. The original bronze bearings are worn out and must be changed in 1953. The bridges and all excavator tracks must be lengthened 50 meters every month requiring 50 metric tons of S49 rails a month. The supply was only assured for the first quarter. The monthly quota for the conveying bridge was 1,600,000 metric tons of overburden. No problem in fulfilling this quota is foreseeable until 1955. The tail gate belts of up to 2,200 meters in width are good through the end of 1953, when it would be necessary to procure replacements from the West.
 - b. The overburden transportation system (Abram-Zugbetrieb) employs one excavator, DS 800, built by Krupp in 1940; one "Schaufelradbagger", RS 850, built in Lubbock in 1942; 145 carts, capacity 35 cubic meters, standard gauge 1435 millimeters. The bottleneck is at the "Schaufelradbagger", since it is the pacesetter for open-pit mining. It receives preference for repairs and spare parts. The condition of the equipment is good.
 - c. The coal mining section employs one excavator, DS 800, built by Krupp in 1940 (the excavators used in the overburden operations are also used to mine coal); one underground excavator, scoop capacity, 240 hundredweights; one underground excavator, scoop capacity, 360 hundredweights; one "Schaufelradbagger", scoop capacity, 250 hundredweights. The coal is mined from two seams. The DS 800 excavator is used in the upper seam. The small excavators and at times the RS 850 are used in the lower seam. At times, during the winter of 1952 to 1953, Espenhain operated only with a supply of 2,500 metric tons of coal, at times when its hourly consumption was 1,300 metric tons. For this reason a crawler excavator with a 700-liter scoop capacity is to be built by Buckau for use in the lower seam. It is now being assembled and will be in operation in October 1953 after being under construction for three years. This excavator will assure a daily production of over 30,000 metric tons a day.
 - cc. Track material is a bottleneck. The 1953 requirement was established at a minimum of 1,200 metric tons of S49 rails. The transportation system for carrying away the overburden is endangered, if this minimum is not made available. In addition, sleepers, rail plates, rail dowels, and screws are in short supply. The tracks are in poor condition and train accidents are the rule in bad weather.

SECRET

Next 1 Page(s) In Document Exempt

SECRET

- 10 -



24. The main workshop employs between 750 and 800 men.
25. The training workshop employs 400 men.
26. The vulcanization shop has a press 2,200 millimeters wide by 2,500 millimeters long.

SECRET